In The Claims

1. (Currently Amended) A sliding door system for a vehicle, wherein the vehicle has a chassis and ~~especially for a motor vehicle, with at least one sliding door, which~~ a sliding door that is ~~can be moved~~ movable between a closed position and an open position on the chassis, ~~where at least one~~ and the sliding door system comprises:

an energy guide chain ~~is provided, which is~~ having a first end connected ~~at one end~~ to the sliding door and ~~at the other~~ a second end connected to the ~~with a~~ chassis; and ~~of the vehicle and at least one~~ a curved region ~~lying~~ disposed between the ends, ~~characterized by the fact that, depending on the position of sliding door,~~ and the curved region ~~has different radii~~ defines a first radius of curvature when the sliding door is in the closed position and a second radius of curvature when the sliding door is in the open position, and the first radius of curvature is smaller than the second radius of curvature.

2. (Canceled)

3. (Canceled)

4. (Canceled)

5. (Canceled)

6. (Canceled)

7. (Canceled)

8. (Canceled)

9. (Canceled)

10. (Canceled)

11. (Canceled)

12. (Canceled)

13. (Canceled)

14. (New) The sliding door system for a vehicle of claim 1, wherein:

the first end of the energy guide chain is joined to a central portion of the sliding door.

15. (New) The sliding door system for a vehicle according to claim 1, wherein:

the first end of the energy guide chain and the second end of the energy guide chain are closer together when the sliding door is in the open position.

16. (New) The sliding door system for a vehicle according to claim 1, wherein:

the ratio of the first radius of curvature in the closed position of the sliding door to the second radius of curvature in the open position of the sliding door is less than about 0.9.

17. (New) The sliding door system for a vehicle according to claim 1, wherein:

the ratio of the first radius of curvature in the closed position of the sliding door to the second radius of curvature in the open position of the sliding door is less than about 0.8.

18. (New) The sliding door system according to claim 1, wherein:

the ratio of the first radius of curvature to the second radius of curvature is less than about 0.5.

19. (New) The sliding door system according to claim 1, wherein the energy guide chain further comprises:

a first section in which the first radius of curvature is formed when the sliding door is in the closed position; and

a second section in which the second radius of curvature is formed when the sliding door is in the open position.

20. (New) The sliding door system of claim 1, wherein the energy guide chain further comprises:

a first section in which the first radius of curvature is formed when the sliding door is in the closed position; and

a second section in which the second radius of curvature is formed when the sliding door is in the open position, and

wherein the first section is closer to the sliding door than the second section.

21. (New) The sliding door system of claim 19, wherein the energy guide chain first section prevents the energy guide chain first section from curving to a radius of curvature less than the first radius of curvature; and the energy guide chain second section prevents the energy guide chain second section from curving to a radius of curvature less than the second radius of curvature.

22. (New) An energy guide chain for a vehicle, the vehicle having a chassis and a sliding door that can be moved between a closed position and an open position on the chassis, and the energy guide chain comprises:

a first end connected to the sliding door and a second end connected to the chassis;

a first section that defines a first radius of curvature when the sliding door is in the open position; and

a second section that defines a second radius of curvature when the sliding door is in the closed position.